

The Hongkong Telegraph

(ESTABLISHED 1881.)

NEW SERIES No. 8407

晚一廿月二年三統宣

TUESDAY, MARCH 21.

1011. 二拜福

晚一廿月三英港香

\$36 PER ANNUM.
SINGLE COPY 10 CENTS.

Telegrams.

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Telegrams.

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THE CRISIS.

RUSSIAN NOTE IGNORED.

GRAVE SITUATION.

(REUTER'S SERVICE.)

Bombay, Mar. 20, 2.5 p.m.

The Chinese Government has not yet replied to the Russian note that was presented on March 15th. As the note in question was in the nature of an ultimatum, the situation is giving rise to no little anxiety.

China's Reply Received.

(REUTER'S SERVICE.)

London, March 21.

A telegram from St. Petersburg states that the Chinese Government's reply has been received.

It is understood that it has been considered satisfactory in all essentials, but China is to be asked to be more explicit, and to give explanations on certain minor points.

Russia's Singular Precautions.

(REUTER'S SERVICE.)

Bombay, Mar. 20, 2.5 p.m.

The mobilisation "test" which is taking place in Semirechensk territory is proceeding.

Cause of the Crisis.

(SHENG PO SERVICE.)

Peking, March 20.

The Board of Foreign Affairs has strongly objected to the demands of the Russian Minister in Peking about establishing consulates in the Three Eastern Provinces, removing the duty on tea, and also about granting freedom of trade.

The Russian Minister, upholding the old treaty rights, pressed his demands.

More Negotiations.

(SHENG PO SERVICE.)

Peking, March 20.

The Grand Council has telegraphed to the Chinese Minister in St. Petersburg, instructing him to negotiate with the Russian

Government about the disputes with China.

III Post Declined.

("SHAT PO" SERVICE.)

Peking, March 20.

The New Tartar Goperal of Ili had an audience with the Prince Regent and strongly declined to accept his new post.

The Prince Regent refused to hear of his decision.

Russians Demand Provisions.

("SHAT PO" SERVICE.)

Peking, March 20.

The Governor of Turkestan has telegraphed to Peking, stating that the Russian soldiers are compelling the poor Chinese residents to supply them with provisions on their march.

CHINESE ARMY.

NEW UNIFORMS ADVOCATED.

("SHENG PO" SERVICE.)

Peking, March 20.

The President of the Army Board has memorialized the Throne to introduce new uniforms for the Chinese army. The

uniforms are to be modelled on those from Germany. The colour proposed is khaki or yellow for the winter, and gray for the summer, with feathers in their caps.

SALT TAX INCREASED.

("SHAT PO" SERVICE.)

Peking, March 20.

The taxation on salt in Kwangtung will be increased by 4 cash per catty, commencing next month.

THE PLAGUE.

("SHENG PO" SERVICE.)

Peking, March 20.

The Viceroy of Nanking has instructed his juniors to raise a subscription towards the funds for introducing sanitary measures to combat the plague in the North

BRITISH DELEGATES.

Peking, March 17.—China has requested that Dr. G. D. Gray, M.D., Physician to the British Legation, in view of his assistance and experience in connection with the plague, should act as assistant to the British delegate in the forthcoming Commission.

HOME POLITICS.

A Short Recess.

(REUTER'S SERVICE.)

Bombay, Mar. 21, 7.25 a.m.

The Premier, Mr. Asquith, has stated in the House of Commons that Parliament would rise on the 12th of April, and re-assemble on the 18th of that month.

This is an unusually short recess.

REFERENDUM OR REFORM?

London, March 17.—The statement is made that the differences among the Unionists have made it impossible to bring forward the scheme for the reform of the House of Lords. The party will probably now concentrate on the Referendum.

THE NAVAL ESTIMATES.

The First Lord of the Admiralty, Mr. Reginald McKenna, in introducing the Naval Estimates, stated that he would never advise a loan, which was a temporary expedient, to supply a permanent need.—"N. C. D. News."

POLICE KILLED.

("SHAT PO" SERVICE.)

Peking, March 20.

Viceroy Hsi Liang, of the Three Eastern Provinces, has telegraphed to Peking that a Japanese has killed a number of policemen and wounded others.

He also states that he has received an unreasonable protest from the Japanese Consul, asking him to abolish the captain superintendents of police in Antung, Fengtien and other places, and failing to comply with his request, the Japanese Consul will increase the number of Japanese soldiers stationed in those places.

Messrs. Shawan Tomes & Co., the Hongkong agents for the Yangtze Insurance Association, Limited, have received a cable from the head office stating that the directors will recommend at the general meeting a dividend of 25 per cent.

BRITISH AND THE FRONTIER.

VICEROY UNYIELDING.

("SHAT PO" SERVICE.)

Peking, March 21.

The Grand Councillors have had several discussions with the British Minister at Peking about the delimitation of Pion-ima.

The British Minister demanded that the boundary be delimited according to the British map.

The opinions of the Grand Councillors are of a conciliatory nature, but Viceroy Li, of Yunnan, strongly objected to the idea of giving in.

Viceroy Suggests his Successor.

("SHENG PO" SERVICE.)

Peking, March 20.

Viceroy Hsi Liang, of the Three Eastern Provinces, has strongly recommended the Viceroy of Szechuan to take his place.

SAVING THE COUNTRY FROM DISGRACE.

("SHAT PO" SERVICE.)

Peking, March 20.

The Board of Foreign Affairs has telegraphed to the various Chinese Ministers abroad instructing the different Chinese consuls to entertain a friendly attitude towards the Chinese residing abroad, so as to "save the country from disgrace."

A SHANGHAI CASE.

("SHENG PO" SERVICE.)

Shanghai, March 20.

Wong Sui Tai has brought an action against the Municipal Council in Shanghai for the encroachment of his properties.

Judgment was given for the plaintiff with costs.

The Municipal Council was also instructed to return the encroached properties.

Lady Lugard gave an "At Home" at Government House last night. Despite the inclement state of the weather, a large number of guests assembled, and enjoyed a rich musical treat.

BAGDAD RAILWAY.

FINAL LINK TO BE FORGED.

(REUTER'S SERVICE.)

Bombay, Mar. 20, 2.5 p.m.

The agreement for the construction of the Heliopolis Bagdad

section of the Bagdad Railway will be signed to-day at Constantinople, when work will be at once commenced.

GERMANY PREPARED TO MAKE CONCESSIONS.

The very general impression that Germany is anxious for a prompt settlement of the question affecting the Near East, and in particular that of the final section of the Bagdad Railway, receives confirmation in a long statement made to the London correspondent of the "Tempo" by a well-informed and high-placed German personality, according to whom Germany, in order to arrive at a settlement, is prepared to make certain concessions.

The recent negotiations with Russia, like the Moroccan agreement of 1900, were only the preliminaries in view of this general liquidation. The German Government and the financiers interested in the enterprise consider that, after eight years' delay in the construction of the line and the opening up of Turkey, the time has now come to seek a solution satisfactory to all parties concerned, and it is to this position that should be attributed the favorable attitude of Germany in regard to the negotiations that are opening between England and Turkey.

These pourparlers have the approval, it would seem, not only of the Deutsche Bank (which is negotiating at this moment with the Turkish Government), but also of the German Government, which would view with great pleasure an agreement between the Porte and the British Foreign Office on the question of Kowit and of Mesopotamia.

GERMAN POINT OF VIEW.

The German point of view is that the only obstacle to an understanding between Berlin and London in regard to the last section of the Bagdad line is the fixed intention of the Young Turks not to let England have the "effective control" over this portion of the undertaking that she has so far asked for. The Porte quite recently affirmed to the German Government that in no case would it afford this control to any Power whatsoever.

Is there, it is asked, any middle way? On the German side it is now held that, the best means of putting an end to the deadlock would be for Turkey to propose the internationalisation of the last section of the line in the following general conditions:

Germany would only figure to the end of a third share in the enterprise. England likewise, and the remainder would be offered to Russia or France, or Turkey might be given a share in the proportion of 10 or 20 per cent.

Anyway, without having the majority by herself, England would be sure of never running up against the German majority, and of controlling the enterprise with her Russian or French partner.

QUESTION OF TERMINUS.

Though the solution, it is recognised, would cause a certain prejudice to German interests, since the Deutsche Bank is the sole concessionaire of the Bagdad-Basra line and of the prolongation of that line to a point on the Turkish Gulf, the arrangement would have the immediate ad-

POLICE COURT.

This morning at the Magistracy before Mr. J. R. Wood, a prosecution was brought against the Shoung Wo firm of pickle-makers, Kennedy Town, for encroaching on Crown land by tapping a nullah by putting in a conduit pipe and placing receptacles for the water to collect in. Mr. J. Mackay, land-bailiff, prosecuted. His Worship imposed a fine of \$5—the maximum penalty. This was the second time the defendants had been charged with the same offence.

THE SEDITION CASE.

Before Mr. E. R. Hallifax, the case was again called in, which Ip King Tung, dealer in Chinese medicine, 30 San On, and his cook, Lau Man, were charged with having distributed or caused to be distributed certain printed or written matter calculated to excite tumult or disorder in China or to excite persons to crime in China, contrary to Ordinance No. 15, 1907, section 2 of 145.

M. P. P. J. Wedelhouse conducted the prosecution and Mr. R. A. Harding appeared for the defence.

His Worship asked if the prosecution were prepared to call any further evidence.

Mr. Wedelhouse said that that depended upon the opinion his Worship held, because, if necessary, he could call Mr. Brown, the Registrar-General. It seemed that Mr. Wong, who had been asked whether the articles in question were seditious, were not in a position to speak. Mr. Wong was not an expert on sedition in China and could only speak as to the accuracy of the translations.

His Worship said he must hold the articles as translated, as calculated to create disorder in China and the case must go to the Supreme Court.

Mr. Harding objected to the admission of the two loose leaves in the publication as productions in the case on the ground that there was no evidence of sale or distribution, and they could only be used to the prejudice of the defence.

His Worship took a note of the objection.

Mr. Harding reserved his defence.

The case was committed for trial to the April-Sessions; bail remaining as before.

The Weather Forecast.



On the 21st at 12.05 p.m.—The barometer has risen quickly in E. Japan, the depression lying off Hokkaido yesterday, having moved away over the Pacific.

Pressure is low and still giving way over S. China and Tongking. A depression is probably forming over China to the South of the Yangtze valley.

The high pressure area covers E. Manchuria and the Sea of Japan.

Moderate S.E. winds may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.72 inches.

Forecast District.

1.—Hongkong and Neighbourhood, E. and S.E. winds, fresh; squally, some rain.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lantau, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

MY MOST EXCITING EXPERIENCE.

ADRIFT IN A BLIZZARD.

One of the most thrilling experiences of the China Seas is that of the second officer of one of the coast steamers who found himself adrift in one of the ship's boats in a blizzard in the Gulf of Pescilli.

The ship had been disabled by an accident and had succeeded in making Port Arthur where she lay to awaiting communications from the harbour. Those failing to arrive, a boat was launched and sent in the charge of the second officer. Only those who have had experiences somewhat similar can realize to the full the horror of that night in battling against the howling cold and endeavouring to keep the boat afloat amid the freezing seas that were constantly breaking on board. The sufferings of her crew, in that intense cold, must have been appalling and may be best described in the simple words of the officer concerned who showed such pluck and determination in the face of such trying circumstances.

On the captain's call, I, with five Chinese seamen, volunteered to make the attempt to reach Port Arthur and procure assistance.

The No. 5 boat was launched and left the ship at 8.15 p.m. on January 30, the weather, at that time, being comparatively fine and no difficulty was apprehended of being able to reach the port.

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

WIRELESS TELEGRAPHY.

Although the history of the Colony of Hongkong has been one of solid general progress, the fact cannot be gainsaid that in quite a number of important respects we lay conspicuously in the rear of many another British outpost. In no matter is this lack of advancement more sharply illustrated than in the failure of the Government to erect, or permit to be installed, a modern fully-equipped wireless telegraphy station, the presence of which in the Colony would be of untold value to the Government itself and to the numerous commercial firms who do business in our midst. When we observe the progressive spirit which animates Singapore and Colombo in applying to its needs benefits of which we bemoan the absence, it makes us wonder when the powers that be intend supplying the remedy.

Wampole's Preparation

The oil retains all its won healthorative properties within half a small taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh liver combined with the Compound Syrup of Hypophysis and Extracts of M.M. and Wild Cherry creating a medicine of unequalled power for the disease and protracted fits among men, women, and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and its Blood Impulses, Weakness, Loss of Flesh, Throat and Lung Trouble, Nervous Disease, Skin Diseases, Affectation, Thinness and Slow Development in the young, it gives quick and certain relief and cure, Apply to—

THE EIGHTH ORDINARY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 12.15 p.m. on TUESDAY, the 24th March, 1911, to receive a Statement of Accounts to the 31st December, 1910, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th March to the 23rd March, both days inclusive.

THE CHINA-BORNEO CO. LTD.

W. G. DARBY, General Manager.

Hongkong, 16th Mar. 1911. [970]

THE LIQUOR TAX.

A further question raised is as to whether the resolution is valid seeing that it was not read to the Council.

Whether the Councils have ever given a ruling on this question we do not know, but Parliamentary usage certainly does not sanction the omission to read a motion before it is voted upon. Usago demands that it be twice read, firstly by the mover and secondly by the President on putting the question to the vote.

After showing several blue lights and receiving no reply, I judged it best to attempt to regain the ship. This, after an hour's hard pulling, both by the sailors and myself, was found impossible owing to the rising gale, the heavy sea and the increasing exhaustion of myself and crew.

The ship being now invisible, I did what I considered the best thing remaining and, keeping the boat before the wind and sea, attempted to find a suitable landing, but this, owing to the nature of the coast, the heavy sea and darkness and also the new heavy driving snow, was found impossible.

On opening out the Lantau light, I resume showing blue lights, but was apparently unnoticed. I also made an attempt to reach the light-house, but by this time my men were completely exhausted and useless so I had to give up the attempt and run before the gale as the boat was in constant danger of being swamped by the heavy sea and the falling snow had completely shut out the light.

This lasted until the wind began to abate, about 4 a.m. on the 31st when, finding myself becoming frozen, I endeavoured to induce the crew to resume pulling, but only two were able to respond; of the others, one was already in a dying state, and the other two were in a very low condition. About this time the sky cleared and by the help of the stars, which were visible, I was able to lay a course which I judged would take us towards the land. (The wind was now S.W.).

After pulling in this direction for about two hours, I observed land ahead, and after 30 min. made out the form of the Lantau light.

Shortly after dawn, the first man died. One of the others rallied and was able to bale for a short time, but soon collapsed, and it was only with great difficulty that I was able to induce any of the others to make an effort to help me to manage the boat.

Shortly after I made out the land near the Promontory light-house, which I estimated to be about twenty-four or twenty-five miles distant, and as I had already pulled about six or seven miles, the total distance I was blown off must have been thirty miles or more. After pulling as best we could until about 4 p.m. and when about four miles from the entrance to Port Arthur, I observed a steam launch making for us, and we were shortly afterwards picked up and taken on board the ship, a second Chinese having died in the meantime.—"Leading Light."

Intimations

A Silly Saying.

"It is a common but silly opinion prevailing among a certain class of people that the war on round tables, smells or hunts, the more elaborate it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot eat it at all, no matter how nicely they cook it. Yet eat liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to fit it from those penitaries with so easily interfere with its usefulness."

This was written years ago; the work of civilizing and refining it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

Wampole's Preparation

The oil retains all its won healthorative properties within half a small taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh liver combined with the Compound Syrup of Hypophysis and Extracts of M.M. and Wild Cherry creating a medicine of unequalled power for the disease

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Public Companies

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Manager, St. George's Building, Victoria, Hongkong, on SATURDAY, the 25th day of March, 1911, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1910, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 23rd March, 1911, until SATURDAY, the 26th day of March, 1911, both days inclusive.

SHEWAN, TOME'S & CO., General Managers.

Hongkong, 16th Mar. 1911. [970]

THE CHINA-BORNEO COMPANY, LIMITED.

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Intimations.

A. S. WATSON &
CO., LTD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure
Malt Whiskies distilled in
ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.Robert Porter & Co.'s
BULL DOG

BRAND

GUINNESS'
STOUT
in PINTS and SPLITS.A. S. WATSON &
CO., LTD.ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910. [24]NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 41, Des Voeux Road, and
should be accompanied by the writer's Name and
Address.
Ordinary business communications should be
addressed to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any contribution.SUBSCRIPTION RATES (IN ADVANCE).
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their copies delivered at their residences without
any extra charge. On copies sent by post an
additional 1s per quarter charged for postage.
Single Copies, Daily, ten cents. Weekly, twenty
five cents (for cash only).The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.THE
Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 21, 1911

THE COLONY'S
DIFFICULTIES.

We made an effort in this column a day or two ago to place before our readers the "true inwardness" of the new liquor tax in the light of the Government's duty to its "cure" and the individual's duty to the Government. It remains to attempt to arrive at the cause of this imposition, which has been made because of the Colony's inability to show a credit balance. To generalise, it is safe to say that more sensational and sentimental stuff has been written about China and the various trade centres this side of Suozi than of any other hub of activity prominent in history. We live on the fringe of a wonderful

country, we may, indeed, be said to be of it, and we have here, at Shanghai, Tientsin and Singapore "merchant princes" who have built up by strict attention to their own finances what diplomats are now being paid to preserve. They are plain, honest men, and by no stretch of the imagination could they be called in business hours sentimental; yet to read of them from the pen of the alleged authorities of the newspaper conjures up visions of commercial Captains Kidd, but little different from that picturesquely and lurid ruffian. The "glamour of the East" is all very well as the basis of a novel, but in these days when China herself, still the China of the Arabian Nights to many of our friends at home, is sending pig iron to the foundries of the United States and has a commerce increasing by leaps and bounds, in these days the glamour of the East is a poor excuse to advance for the ignorance of those who, to a certain extent, hold our future in their hands. Yet this same inexcusable ignorance has resulted in an inexcusable crusade, and is responsible for the financial morass in which Hongkong finds itself to-day. We refer, of course, to the historical anti-opium movement. In this, and in this mainly, has Hongkong found a menace to its equanimity; its well-oiled progress and, we might almost say, its prosperity.

Any earnest, well-meaning endeavour to remove from humanity the handicap of a vice must meet with approval, and, as far as circumstances permit, support, whole-hearted and genuine; but Governments are not shuttlecocks to be blown hither and thither as lists a sudden wind. They are above all things the drag upon the wheel of popular abolition, and in this character the Imperial Government, in connection with Hongkong, has utterly failed. We recognise opium as an evil; we recognise drink as an evil; and we applaud those whose efforts are directed towards the abolition of both. But the sentimental, essentially ignorant and historical anti-opium crusade has done and will do far more harm than good, and it was the duty of the Imperial Government to disregard the agitation, even though headed by the Archbishop of Canterbury and the Rev. Lord William Gascoigne Cecil—who became an expert on China's problems in a few weeks—until the advice of the local authorities had been obtained. We believe we can say emphatically that that advice would have been absolutely against taking the steps which have resulted in the present situation in the opium trade, and, incidentally, in the finances of Hongkong. In support of this assertion we have the strikingly lucid "Memorandum Regarding the Restriction of Opium in Hongkong and in China" written by His Excellency the Governor in March 1909. The Memorandum was the result of the accusations made in the House of Commons that in Hongkong "nothing had been attempted—nothing done." Sir F. Lugard fully explained the steps which had been taken and are being now followed by Hongkong to put down the opium traffic, even at its own expense, and in a carefully reasoned argument showed conclusively that the "farmer" monopoly was the best restrictive measure that could possibly be employed. The Governor also quoted the high authority of Lord Brassey's Commission—the most exhaustive enquiry ever held into any such subject—to show that the use of opium is by no means the dreadful evil which hysterical propagandists at home would have us believe. This

opinion is supported by Sir William Roberts, who was the export medical member of the Indian Commission, by the superintendent of the Government Hospital at Calcutta, by Sir Alexander Hosie, and a host of other high authorities; but it must not be supposed that His Excellency is opposed to the prohibition of opium. His conclusion to his well-reasoned defence of the Colony in connection with the vice and his equally well-reasoned opinion on the subject, shows him to have assumed a statesmanlike attitude, and we cannot do better than quote his final finding: "That it (opium) must be dealt with gradually and not by precipitate methods, and that above all there are other and worse evils which unless foresight and care are exercised may prove worse than smoking." With reference to these evils, Professor Giles and other authorities express the fear that drinking will follow in the train of the abolition of opium smoking, and it is therefore with the strongest expert opinion to support us that we say that smoking is far less an evil than the habits which may replace it. Again on export opinion, missionary for the most part, we say that not one hundred in ten thousand Chinese are addicted to the drug, (the Chinese Customs returns estimate the number of smokers at 2 per cent.) while on the other hand not one in fifty thousand was a drunkard, in the mildest meaning of the word. The ridiculous outcry against the "pernicious habit," the "soul destroying drug" and the "vice of a nation" is therefore utterly without justification in the circumstances. The taking of opium is pernicious; but so is the taking of drink, which fills our gutters night after night with men, women and children; and so is the taking of cocaine which has spread even into the nurseries of America. Both drink and cocaine and kindred modern drugs are slowly but surely creeping into China, and those of us who know enough of the country not to dare to pose as sibyls on an Exeter Hall stage look forward with trepidation to the day when the Chinese workingman will copy his European brother in his method of drowning care. The prohibition of opium was sanctioned; supported and is being carried out by the Imperial Government in ignorance, we think, of the facts and without due regard being paid to the expert opinion of those "on the spot."

Hongkong therefore is suffering—and, should the demons of drink and cocaine become familiar in China, as they will, China will still more deeply suffer—from this manifestation of the Nonconformist conscience; but for the present we are concerned only with our finances. It is unnecessary for us to go into details as to the loss, the wholly-unjustifiable loss, sustained by the Colony, owing to the abolition of the opium trade; the Governor's memorandum fully covers this side of the subject. We all know too well what have been the effects of the energetic ignorance of the well-meaning busybodies at home. One of the first and one of the most disquieting has been the sudden activity in the "anti-opium pills" trade and in the smuggling of cocaine and kindred drugs into the Colony, despite the rigorous sentences passed upon offenders at recent Sessions. In some cases the kidnapped children are never seen again by their parents or guardians. To-day, however, the Police report that our child, which was decoyed away from Yau Ma Tei in February last, has been recovered in Canton.

Kidnapping of children continues to be as prevalent as ever in the Colony, despite the rigorous sentences passed upon offenders at recent Sessions. In some cases the kidnapped children are never seen again by their parents or guardians. To-day, however, the Police report that our child, which was decoyed away from Yau Ma Tei in February last, has been recovered in Canton.

COMPANY MEETING.

INTERNATIONAL PETROLEUM CO., LTD.

The statutory meeting of the International Petroleum Company, Limited, was held yesterday at the offices of Messrs. Barretto & Co., the general agents of the Company.

The notice convening the meeting having been read,

The Chairman said—Gentlemen—This is the statutory meeting of the Company in compliance with the law. There are no resolutions to be passed, and there is no vote of any kind to be taken. The board got to work as soon as the Company was registered, and I think I may say with confidence we have already done good work on your behalf. I take this opportunity of saying something as to the position and prospects of this Company. The Company was incorporated on the 21st November last, and received a certificate entitling it to commence business a few days after. We have gone to allotment on 49,500 shares including the purchase consideration. As the money we have in hand is sufficient for the present operations of the Company, it is very probable that the directors will not, unless under exceptional circumstances, allot any more shares at par, until receipt of news from the oil-fields, when, should it prove satisfactory, as we have every reason to believe, we can get all the financial backing we want.

As you are aware this Company was formed to acquire certain oil-fields in the island of Timor. The transfer of the properties to the Company is now being made, and in the meantime we have been successful in obtaining a licence from the Government to allow of work being commenced forthwith. The Company has employed Captain E. Theo Banjo, who has been in the oil business the greater part of his life, to act as field superintendent and local manager, and under him are two experienced American drillers, and some twenty Chinese mechanics. Mr. Hardison, the foreman bore-master, has been well recommended to us, and we are confident we have secured the best man that could be got in California. Active operations should start in the near future, as the equipment for drilling and the men engaged by the Company were sent from Hongkong to Timor about four weeks ago. The general agents were yesterday in receipt of cable that the expedition arrived at the oil-fields, and that everybody and everything were landed well and that work would commence forthwith. The installation of the derrick in position should proceed as rapidly as possible now, and actual deep-drilling operations started. The first well should be completed during July. Sources of petroleum, as you are aware, are an asset of great importance, and the formation of this Company was the first really serious attempt that had been made in Hongkong to solve the problem of the existence of oil upon a commercial basis in that part of the world. The drilling plants acquired by us are the latest to be had and of the best description, capable of boring to a depth of 3,000 feet if necessary. From previous experience of borings made by Captain Banjo, oil was obtained at the shallow depth of 45 feet, and I am inclined to think that we shall reach the oil sands at 800 feet or so. We are at no distance from the seaboard and the question of transportation by means of pipe lines, which is a most important point, would be an easy matter. As to the uses to which petroleum and its by-products are put, there is no need for me to dwell or to enlarge upon. It is only the other day that we read the post-prandial speech of the Chairman of the Institute of Engineers and Shipbuilders of Hongkong, in which the building of internal combustion engines was referred to in glowing terms. As a news item I quote the following extract from a shipping paper:—

"Messrs. Barclay, Curle & Co., Clyde shipbuilders, are constructing for a Continental line a vessel which it is said will revolutionise shipping. It is to be a 12-knot boat of 5,000 tons gross, driven by internal combustion engines. Diesel type, hitherto only applied to trawlers and yachts. One hundred tons crude

petroleum at 3s. to 4s. a ton will do the work of 300 tons of coal. It will require only half the usual engine and boiler space, and one fourth bunker space, and dispense with from 50 to 75 per cent of stokers. The vessel will have no funnels." That petroleum possesses immense advantages over coal from the point of view of fuel is an undoubted fact. Inasmuch as, in the nature of things, the field cannot come into bearing for some little time, you will understand that at this stage of the Company's affairs we have really nothing definite to say, beyond assuring you that we hope to have good news at an early date of successful borings, and that when we meet again we shall be in the position to give you a good account of our stewardship.

A vote of thanks to the Chairman closed the proceedings.

A FATAL MOTOR-CAR ACCIDENT.

AT WEST POINT.

About half-past five o'clock last night a Chinese was knocked down and killed by a motor-car in Connaught Road West, near Jardine's Pier. The unfortunate man was one of a gang of paint-scrappers who had just come ashore in a launch from the s.s. Siberia. It was raining heavily at the time and the coolies were running across the road to get into the shelter of the veranda on the opposite side.

Deceased, it appears, was running with his head down in a slanting direction when the car came up from behind, knocked him down and ran over him. He was picked up unconscious and taken to No. 7 Police Station and afterwards to the hospital where he died about nine o'clock. The car was driven by a Filipino and carried two passengers—a European lady and gentleman.

The number of the car was taken by a coolie and the vehicle was identified as belonging to Messrs. Nicol and Co.'s garage in Des Voeux Road West. Sergeant A. Grant made inquiries at the motor-car depot and arrested the driver, who gave as his excuse for not stopping that the passengers ordered him to drive on as they were afraid that the Chinese would attack the car and its occupants.

Police Court Proceedings.

THE LEA OF NOT GUILTY.

Before Mr. E. R. Hallifax at the Magistrate this morning, the driver of the motor-car, Angsley Wenrigues, was charged with manslaughter. He was undefended.

Inspector W. Robertson conducted the prosecution.

The first witness called was a Chinese who was one of the gang of paint-scrappers to which the deceased belonged. He said that at 5 p.m. yesterday he finished work on the s.s. Siberia. With others he landed in a launch at Jardine's Pier. It was raining and blowing hard. Deceased, who was one of his party, was running sideways to the veranda westwardly in a slanting direction across the street to get to the shelter of the veranda. Witness was about fifteen yards behind the deceased. He saw a motor-car coming along in a westward direction without sounding the horn; it collided with the deceased and the latter fell down. The car hit him on the left side and he fell on his back. The front wheel passed over his leg and the back wheel over his head. Witness heard no sound of bell or gong. Deceased was running in front of the others, who could see the car coming and had no reason to dodge the vehicle. The car only stopped while a coolie took the number. Defendant was driving. There were two foreigners also in the car. Witness and several others carried the injured man to the police station; he was bleeding from his head and leg. The car was going very fast—about the speed of the electric tramway cars. He saw nothing of the car and heard nothing of it until the moment of the collision.

Another Chinese, paint-scraper (a brother of the deceased), who was also in the gang, gave corroborative evidence. When he first saw the car, he said, it was some five yards behind the deceased. After the accident some Chinese seized the car, which had been stopped meanwhile. When the car stopped he saw a European get down from the car. The car

was seized to prevent it from going away. The car stopped for about one minute. At the time of the accident it was going much faster than an electric tramway car.

Several other Chinese witnesses gave corroborative evidence and the case was afterward adjourned to allow accused to call witnesses for the defence.

LATEST MAIL NEWS.

London, March 8.—At Oporto most of the priests abstained from reading the Bishop's pastoral letter whereby the Government objects. Consequently the priests are threatened by the Church with the loss of their positions. Those who read the letter have been imprisoned by the Government and will likewise lose their posts. "Tokio Asahi."

March 9.—With regard to the Customs Tariff, Japan has made concessions in cotton cloth, iron, etc., and agreed that this new tariff should be left in existence while Great Britain maintains the Free Trade system. The negotiations between the two countries have thus been concluded by formally entering into a reciprocal convention—"Nichi Nichi."

March 10.—A Washington report says that the dispute of the troops to the South-west is proceeding smoothly. Fresh expressions of mutual respect and confidence have been exchanged between the United States and Mexican Governments. While nobody is deceived as to the potential significance of the American move, officials apparently do not apprehend anything of startling nature in the immediate future.

The Northern shipyards dispute has been settled. The masters and the men are to sign an agreement at Edinburgh.

London, March 9.—Great attention is being given by the Australian Press just now to the immigration of Japanese into New Caledonia. It is reported that the Japanese Government is encouraging the emigration movement to New Caledonia. The Press emphasizes the point that this emigration is being encouraged. The islands are being swamped by Japanese and very soon there will be at least 4,000 Japanese there. The "Sydney Morning Herald" says that Australians could not view unmoved even a peaceful invasion of the Southern Pacific by Japanese labourers—"Osaka Mainichi."

The Japanese representatives are now about to open negotiations with Germany with a view to the conclusion of a new treaty of Commerce and Navigation—"Osaka Mainichi."

London, March 10.—The German Foreign Minister has declared that, should reports from Mexico show that German interests in the country are jeopardized through the disturbance, Germany will immediately take decided steps for their protection. The British newspapers are of the opinion that the statement of the German Foreign Minister, which utterly ignores the Monroe Doctrine, will encourage America—"Hochi."

March 11.—The Mexican difficulty is regarded here as of increasing gravity. The underwriters at Lloyds are taking measures to indemnify themselves against possible war by increasing the rates on vessels and trading measures. The newspapers are discussing possible complications in the event of American intervention—"Jiji."

The s.s. Eastern, which was damaged some time ago, will omit one trip, and arrive here early in June.

The American cruiser squadrons which were despatched to Mexican waters, have returned to their stations.

A special meeting of the Eastern Smelting Company was called for the 20th inst. at which it was proposed to authorise Mr. Jessen to sell the undertaking, subject to its liabilities, to a new company in England with a nominal capital of £300,000, says a Penang cable. The purchase price is to be £133,000 payable by the allotment of fully-paid shares in the new company.

HONGKONG CHAMBER OF COMMERCE.

50TH ANNUAL MEETING.

Yesterday afternoon the 50th annual meeting of the Hongkong General Chamber of Commerce was held at the City Hall. Hon.

Mr. E. A. Hewitt (chairman) presided, and there were also present, Hon. Mr. H. Keswick, J. W. C. Bonnar, H. A. Siobs, W. Logan, G. H. Medhurst, F. J. Armstrong, G. F. Friesland, H. W. Robertson, N. J. Stabb (committee), G. Balloch, Murray Stewart, J. Wilkie, A. Charlton, J. J. Leirin, J. W. Bolles, A. Forbes, W. A. Dowley, G. H. White, W. G. Humphreys, W. C. Jack, F. Lieb, D. K. Setna, F. P. Talati, W. Andol, G. M. Young, Wong Leung Hin, C. S. Gubbay, G. Hogg, J. Owen Hughes, A. J. Barretto, H. Schmidt, W. G. Darby, F. Hough, W. Dicks, and E. A. Williams (secretary).

Chairman's Speech.

The Chairman in moving the adoption of the report and accounts said:—Gentlemen,—"The report and accounts for the Chamber for the year 1910 have been in your hands for some days, and with your permission, therefore we will take them as read. Before formally putting the resolution now before the meeting, I will make a few remarks as to the more important matters which have been dealt with by the Chamber during the past year. Taking them seriatim, the first subject, in itself perhaps of not now so great moment, was the position taken up by the Harbour Master in putting his own construction upon certain regulations controlling the carriage of Asiatic passengers in vessels passing through this port.

In this individual case the protests made by the Committee were favourably accepted by the Government, and we are assured similar difficulty will not arise in the future. The reason why I make special reference to the matter is this, that while admitting Government regulations are in the greater majority of cases enforced with moderation and common-sense we have, however, from time to time, and this unfortunately of late years especially in the Department I am referring to, found rules insisted upon without the above-mentioned saving clauses. I could, if necessary, quote cases to prove my contention, but at the moment it only appears necessary to refer to the fact that an unreasonably strict adherence to the exact letter of the law may seriously affect the prosperity of our Colony and has in the past actually resulted in permanently diverting certain sections of trade

from our harbour.

Most of us, though we have all passed by Adey, would hardly have considered there was much in common between these two widely-sundered ports, but a letter from the Port Trust of that station has again raised the question of Harbour dues on shipping, by asking whether a reduction in these might not induce more vessels to call. Needless to state, the reply has been entirely sympathetic. Almost from the first time of the existence of our Chamber our predecessors have urged upon the Hongkong Government the desirability of freeing shipping from all charges whatsoever, and whenever (as has happened from time to time) an anxious Governor or greedy Treasurer casting a ravenous eye over the harbour has decided, in order to balance his books or to procure funds for public works, to increase taxation, the cry has always been the same: put up the light dues. The policy is unsound, and as I have emphatically stated on more than one occasion is in the long run calculated to react against the prosperity of the Colony. I am glad therefore of the opportunity thus offered us by our adjacent brother dependency of the Crown to reiterate those statements.

The next matter of importance dealt with in the report is that of certain old established firms being refused, and without any explanation being offered, the right already granted to many others, chiefly native wine merchants, to have their own bonded wine houses. This appeared to be so detrimental to the trade and so opposed to the promises made by His Excellency when this most unpopular measure dealing with the

Liquor trade.

was introduced, that the Committee took the matter up strongly, and we are glad to be able to report that the Officer Administering the Government ultimately acceded to the request put forward.

During the year copies of the proposed new tariff with Japan were received from the Government, and the attention of the members of the Chamber, and the public generally, was specially directed to the matter. There is unquestionably much to which exception might be taken on many points in this tariff, and we trust the representations on the subject which we now understand are being made to the Japanese Government may result in considerable modification being made to meet the requirements of

British trade with Japan.

To show how in some directions the demands of the Japanese may seriously injure, if not altogether destroy, certain branches of business now in existence, I will here refer to the question of proprietary medicines entering into Japanese territory which is fully explained in a later part of the report.

That very important measure,

the proposed trade marks Ordinance, has again received further consideration during the year, while owing to the construction placed by the Harbour Master upon certain regulations controlling the importation of naphtha for motor use, an appeal to the Government was necessary with the result that this latter question has been satisfactorily settled. You will notice that with a view to reducing the possibility of disputes between importers and purchasers of piece goods, a proposal has been put forward that a standard form of contract should be adopted. A sub-committee, composed of representatives of some of the leading importing houses, was appointed, who, however, reported against the proposal.

Arbitration.

The question of arbitration has recently been before the Committee, and though not mentioned in the report it is perhaps worth stating here that one of the questions which it is desirable that late years especially in the Department I am referring to, found rules insisted upon without the above-mentioned saving clauses, I could, if necessary, quote cases to prove my contention, but at the moment it only appears necessary to refer to the fact that an unreasonably strict adherence to the exact letter of the law may seriously affect the prosperity of our Colony and has in the past actually resulted in permanently diverting certain sections of trade

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liquor trade.

In the meantime, I will confine myself to stating that so far as the Committee is concerned, no opportunity has been missed for endeavouring to have a stop put to this entirely unjustifiable action on the part of the Kwangtung Authorities. Numerous telegrams and despatches have been addressed to H. M.'s Secretary of State for Foreign Affairs, the British Minister at Peking, and the London Chamber of Commerce, while, as you all are already aware, the matter has been very strongly taken up by the Hongkong Government, who from the first have thoroughly supported the protests of the British merchants concerned. I have had repeatedly to refer to the question on several occasions, and as I have previously reminded you the whole history of our Chamber is a record of

(b) That the admission of the principle of destruction of neutral prizes would be in the highest degree prejudicial to the interests of this country.

These recommendations were formally adopted by the Council of the London Chamber of Commerce on 14th November last. In order to make the position of H. M. Government plain in the matter, correspondence bearing on the subject was presented to both Houses of Parliament (Miscellaneous No. 4, 1910).

This correspondence as here published was carried on between the Foreign Office and the following bodies:—The Glasgow Chamber of Commerce, the Leith Shipowners' Society, the Edinburgh Chamber of Commerce, the British Branch of the Naval League, and the Belfast Chamber of Commerce, who together may be taken as well representing the various Committees more directly interested in the

overseas trade.

of our Empire. All these bodies strongly supported the London Chamber in urging that ratification of the Declaration would cause great injury to our trade and most seriously affect our supplies of food stuffs and raw materials for our Home manufactory in time of war.

It will not lightly give up the fight, and the monopoly still continues, the illegal taxes are still being increased, in spite of the assurance of the Waiwupu given to the British Minister that definite instructions have been sent to the Viceroy to discontinue the tax. The result of the negotiations now being carried on is awaited with interest, for, as I have already stated, the principle at stake is more than that of the fate of a single article of commerce, however valuable that particular commodity may be.

Declaration of London.

As you are aware, a most important agreement has recently been come to between Great Britain and other leading Powers with regard to the vexed question of the laws concerning Naval Warfare. This agreement, known as "The Declaration of London, 1909," has been signed by the representative of His Majesty's Government, and will, we understand, shortly be submitted for discussion in Parliament, before being ratified.

Contraband of war.

to which reference might be made but this is hardly a fitting moment for going fully into details. After a very careful consideration of the documents referred to, the Committee decided to telegraph to the London Chamber of Commerce strongly endorsing and supporting the finding of the Special Committee, and added that we had asked His Excellency the Governor to telegraph an expression of our opinion to the Secretary of State for the Colonies.

All of us, residents in Hongkong, having of recent years had personal experience of what Naval Warfare means to neutral trade, must, I feel sure, be united in protesting against the terms of this Declaration. The food question is, of course, of the greatest moment to the British Isles, and under the circumstances it seems difficult to understand how H. M. Government could come to the agreement they have. So long ago as our

wars with Napoleon I.

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As you are aware, of late years successive Viceroy have constantly made similar and equally illegal efforts to interfere with the opium trade under the pretence of controlling smoking, but in reality in order to increase their revenues.

This species excludes, in this

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[SPECIAL ARTICLES.]

MANCHURIA.

SERIOUS SITUATION THREATENS THE PROVINCE.
THE CENTRE OF CRISIS.

It would be difficult to overestimate the importance of the situation in Manchuria to the development of the Far East. The region has already been the scene of a great struggle undertaken by one party in it for the ostensible reason of preserving the integrity of China. No one is so greatly innocent now as to place much credence on that assertion, and even if there be those who believe that the Russo-Japanese war centred round China's freedom to administer her largest dependency, the present situation north of the Great Wall must give them pause and impel them to re-cast their opinions. There is a fight in progress in Manchuria to-day as intense, if less openly fierce, as that which followed the meeting of Japanese and Russian, and the protagonists, and their war cry are the same. The integrity of China is simply the excuse for each power actively and strenuously to oppose the unjustified forward movement of the other in order to establish itself. Had Manchuria been a desert land we would not have heard of the difficulties of its administration; its richness alone has called forth a philanthropic spirit in Russia and Japan. And this spirit, or policy, if you will, is being given free vent as a result of the plague. The situation is one that should call for the most careful and determined diplomacy.

At the present moment Manchuria is faced with a very serious situation owing to the ravages of the plague. The people are in dire distress. Trade and commerce are at a standstill, and enormous quantities of cereals are lying rotting at various centres. As only a few weeks must elapse before the roads are impassable to heavy traffic the prosperity of the agriculturists and traders is threatened. General trade must suffer in proportion, and, as dire a condition of affairs as that which prevailed in Kiangpeh after the famine is predicted. The preventive measures instituted by the Russians and the Japanese are reported by observers on the spot to be unnecessary in their rigour. As one correspondent writes, the "plague is being worked politically for all it is worth." In other words, the integrity of Manchuria hygienically is being used as an excuse for the further denationalising of the region. This is a serious matter for every trader on the China coast since, as was recently reported by Mr. W. P. Kerr, British Commercial Attaché at Peking, Manchuria is capable of producing from 300 to 400 million bushels of wheat annually, and therefore its position as the potential granary of the Empire must be preserved. Sir Francis Younghusband, whose connection with the advance on Lhassa does not confer on him any great weight as a prophet of the Far Eastern situation, declares that China is suffering from "swelled-head"; that she is more the aggressor than Russia—and presumably than Japan. Sir Francis, like many another official or ex-official before him, is laying down the law in ignorance or indifference to the first factor in the situation—the condition of commercial interests in the region affected. The Chinese administration in Manchuria has shown itself during the past five or six years far from inimical to the open door policy; but the Nienhawng General

Chamber of Commerce has on more than one occasion, and always in the strongest terms, addressed Sir John Jordan protesting against the policies of the two other dominant powers north of the Great Wall. And this Chamber is not the only body that has so protested, while it is a well-recognised fact among the European traders in the north that difficulties are now placed in their way that previously were unknown, and these are not due to any policy of the Chinese.

The development of China has been a general topic among all classes for some years; but the development of the Far East is a truer description of the situation. The development of Australia, the Philippines, Japan, and Russia is as necessary and as certain to come as that of China. It seems an extraordinary thing that we do not recognise that Russia in Siberia is politically and economically even more of a tottering infant than is China; that she has in that region more work to do than ever her huge army of officials could carry out in a life time, and that, therefore, if the open door policy is adhered to by China, Russia has no excuse whatever for playing the adventurer in the South East. Her interfering with the Manchurian administration should be more than that of Great Britain at present, but very much less than she allows herself. Japan has developed beyond her resources, and therefore we can understand her expeditionary policy, but we need not necessarily endorse it. Indeed we may go farther and say that with a view to the preservation of the status quo ante bellum Great Britain and the United States owe it to their interests and the interests of the world to oppose the development of the Manchurian situation into a menace to peace. It is no exaggeration to say that it is being so developed. A few weeks ago, the "Telegraph" in its editorial columns stated that "the actual points at issue between Russia and China were not of sufficient importance to justify recourse to force." We are glad to see that the London "Times," as reported in the papers received by yesterday's mail, uses almost identical language to sum up the situation. It is, indeed, very doubtful if Russia lays much stress on any or the other on the consular representation she so urgently demands. Her action, as well as the continuous, unwavering movement of Japan is directed towards the partition "under the rose," if not actually of Manchuria, and this is a policy that should be opposed with every nerve and with all possible force by the Powers. Our friendship with Japan—a misakon friendship some think—is not worth one millionth part of a friendship with China, and apart from my moral considerations which should urge us to support a country that is just now tottering to its feet after years of agony, our interests are too closely bound up with her integrity to permit us to sit down while clumsy diplomacy forces her into unreasonable international difficulties. The stipulations of the Treaty of Portsmouth, except as regards the actual cessation of hostilities, were a dead letter twenty-four hours after they were signed. It should be our endeavour to supply the Powers concerned with the moral incentive to carry out these stipulations even at this late hour.

Mr. James Hamilton.—One does not often find good business qualities conjoined with academic attainments.

Miss Clementina Black.—All legislation must rest on foundation of trustworthy information and facts.

Bishop of Chichester.—I know of nothing more sad than a child's face with lines upon it.

Prof. Gregory.—If students of science confine themselves to a dismal record of facts they miss the best part of science—its romance.

Mr. Daniel Frohman.—I am ambitious to see the art of acting scientifically developed through a university course.

THE REVIEWER'S TABLE.

THE BEGINNINGS OF EMPIRE.

It is unfortunate that, for technical reasons, the second volume of this admirable work appears before the first. The author tells us that, in his first volume, he records the general development of the joint-stock system in Great Britain and Ireland up to 1720, bringing it into relation with the chief social, industrial, and commercial tendencies which influenced it; while the present volume deals with several groups of companies, all of which were related, comprising those formed for foreign trade, colonising and kindred objects, fishing and the extractive industries.

Thus the reader is plunged into a difficult subject, without the preliminary general view which is almost indispensable. How useful, for example, in reading this second volume, would have been a general comparison between the joint-stock principle and the regulated company, and some account of the way in which the two systems arose, and their relations with the guilds of medieval and Tudor times. All this will no doubt be explained in the first volume; in the meantime, the second contains a great deal that is of the deepest interest, not only to the political economist but to the student of our Empire's history.

Dr. Scott has set himself to lay bare the financial springs and organization of the companies of merchant adventurers who made England a sea-power, and created her first Empire. There is a whole world of romantic significance in such more names as, for example, "the mysterio and compaine of the Merchants, adventurers for the discoverie of regions, dominions, islands, and places unknown." It was thus that the group of London merchants, who determined in the year 1553 to send a trading expedition by the North-East Passage to China, prompted thereto by the enthusiasm of Sebastian Cabot, laid the foundations of the first of the great English joint-stock companies for foreign trade.

"Previously," says Dr. Scott,

"the regulated companies had been organized so as to enable

certain individual traders to pro-

ject their business, either per-

sonally or through their factors,

within certain specified limits."

But this being a more ambitious

attempt, a higher organization

was thought necessary, and the

necessary ships were bought by

subscription, each man providing

an equal sum, in some cases £25

each, and all sharing alike the

enormous risks of these foreign

adventures. Monopoly, too, was

the recognised means of giving

the national aid to these public

enterprises. Royalty was often

taken into partnership, and Queen Elizabeth was a large shareholder

with the "merchants adventurers

for Guinie."

The need for monopoly at this stage in our Imperial development is shown, by the way, in the damage done by Hawkins

to the Guinean trade, when he took

to the slaving business.

Dr. Scott gives a highly interesting

account of the terminable stock

system as it affected the East

Indian trade; but he might, with

advantage to the interest of his

work, have taken a wider view,

and compared the admirable orga-

nization of the Dutch company

which, on a national and per-

manent basis, was able to orga-

nize an Empire, and build forts

with their terminable stocks,

could think no further than the end of

their voyages.

Dr. Scott does a service to history by disentangling the relations of Charles I. with the East India trade. Charles, after attempting, without success, to follow the role of Elizabeth, and obtain a share in the company, connected himself with the interlopers, a connection which did great harm to the trade, and reacted adversely on Charles's own fortunes. There is much else of interest in the volume—the mingled "tragedy and farce" of that great Scottish enterprise, the Darien Company, for example, and the English companies to settle Virginia, Somers Island, and Ulster. Altogether, it is an ad-

mirable piece of work, and our only regret is that Dr. Scott has thought it necessary to keep his nose so close to the grindstone. This much said, his accuracy in the painstaking nature of his researches are beyond praise.

"The Constitution and Finance of English, Scottish and Irish Joint Stock Companies to 1720." By William Robert Scott. Vol. II. (Cambridge University Press). 15s net.

BOXING.

Jack Johnson, the premier boxer of recent times, is at present in San Francisco, but, as an American writer says, he isn't there looking for any matches.

Automobile racing is bothering him more these days than the prospect of a bout with some new "white hope," and he declares very frankly that he has come to California for the rest that he thinks is his due, following practically eight months of theatrical work, that came right on the heels of his engagement in Reno with Jim Jeffries.

Johnson looks bigger even than when he came to California almost a year ago to go into training for Jeffries. He claims, however, that he is at 233 pounds, his normal weight.

The Chicagoan isn't addicted to talking fights these days. He says what everybody knows, that there is no one in sight to give him a match, and, consequently, no big purses being offered. He says he is willing enough to meet any heavyweight in the world for six rounds, twenty or any distance, but that he must be shown a sufficient inducement.

"I don't see any promoter offering any purse for a match," he complained. "I saw Rickard in Chicago, but there was nothing doing with him. I talked with McIntosh, but he didn't mention any sum that he was willing to give. He says he is willing enough to meet any heavyweight in the world for six rounds, twenty or any distance, but that he must be shown a sufficient inducement.

"Now, then, gentlemen, here's a splendid chance for you," ventures another vendor. "A silver-mounted pipe with pure amber mouth-piece. What a chance for a speculating young man? And now I'm not going to ask you 10s for it, even though the self-same article is marked in shop windows at 12s 6d. Yes, I was thinking of saying 7s 6d, but even that is more than I'm going to ask you. No! not even 6s, but is there any gent in the crowd who'll take the pipe at 5s? That

gentleman over there? No? Why, sir, it's a gift at the price. Well, I've only got a few of them left," he assures the crowd, "and just to clear them out, will anyone take one at four bob? No? Three bob, then, oh? Why, sir, the pipe is worth a quid. You can sell the silver off the top any day for more than that, and why, bless me soul, the case would cost eighteenpence. Well, then, for the last time—mind, it's your last chance, gentlemen—will anyone give me half a crown for one?"

"Ah! I thought so. There's a man who knows a bargain when he sees one. It's the best pipe you ever got in your life for the money, sir," he comments. "Thank you."

"Another one over there? Large or small did you say, sir? Large? Right!"

And the auctioneer reaps in the coins till fully a dozen of the articles have been disposed of.

A violin, bow, and case are "put up," and a would-be-musician—minus the long hair and absent-minded gaze, but clad in workman's attire—soizes the "offer" for the modest sum of "ten bob." He is pleased with his purchase.

"Simply giving the things away," he confidently assures a friend, with a nod of satisfaction, as he passes into the street, a "full blown" violinist in everything but the tuition.

Another individual offers a little knot of spectators "the famous scented beans at two for three pence."

"They will scent your handkerchief," he assures you, "sweeten your tobacco pouch, and freshen the wardrobe."

"They can't get this chicken," he declared. "They are not going to have me down and out. There is only one chance. If anything should happen to that bank of mine it would flatten me, and I can tell you they wouldn't need to arrest the president. I would attend to that little matter myself."

STREET VENDORS.

HOW THEY PAY THEIR CALLING.

AN HOUR AMONG THE CROWD.

"Now then, gentlemen, walk right in. Any number of novelties for your selection to-day. Here's one in the shape of a wireless telegraph instrument invented by that famous gentleman Marconi. Any one of my customers care to inspect it?"

"And with this invitation, the auctioneer who has many goods embracing a collection from pen nibs to repeating rifles, "talk through the day,"

with a monotonous, nasal

"twang" and dodging about from pillar to post, always creating sufficient interest to attract a small

group of onlookers, some of whom

may be in a "speculating" or pur-

chasing mood; while others, perhaps, prefer to remain interested

—or may be specially employed

—spectators.

Egyptian mummy some thousands of years ago, and presented to the Queen, who was a great admirer of rare and precious perfumes."

Their coming into the present owner's possession through those many hundreds of years is a history too long to relate, and inquisitive purchasers must be content with the fact that they are in his possession, and not pursue the argument further.

Thus these vendors, whose

goods embrace a collection

from pen nibs to repeating

rifles, "talk through the day,"

with a monotonous, nasal

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chasing mood; while others, perhaps, prefer to remain interested

—or may be specially employed

—spectators.

NEW APOSTLE OF CHEERFULNESS.

MAN WITH MISSION TO KILL WORRY.

If you are worrying about any one or anything think of something pleasant, and smile.

The apostle of cheerfulness has arrived. A "Morning Leader" representative ran him to earth in a tiny office situated above a clothing emporium, near Victoria station. The Cheerful Man carries with him no rooms of literature; he has no joke books to sell, nor patent medicines that will cure the ills of dyspeptic humanity. At present his scheme is but in the embryonic stage, the contents of his office are but a notepad, a typewriter, some note headings, and—the Cheerful Man himself.

THE "CHEER-UP" OFFICE.

And he is really and truly in earnest. A blue-eyed, fair-haired University man of about 25, with means of his own and a home down Sussex way, he intends journeying to town every morning to attend to correspondence at the "Cheer-up" Office and endeavour to infuse a little happiness into lives saddened by troubles—medical, legal, or otherwise.

"Yes," he said, "I am hopeful of doing some good. There is a deal of trouble in the world that can be alleviated by judicious handling, and I really think that, with the assistance of a legal and medical friend—though I'm conversant with much connected with both professions myself—we may unravel many a tangle and bring some cheerfulness into lives that need it greatly."

As one inquiry may entail a deal of correspondence, the apostle is asking a small fee for even apostles can't evolve postage stamps from thin air. In the event of the "Cheer-up" Office being unable or unwilling to deal with the case, money will be refunded.

"No," said the Cheerful Man in reply to a further inquiry, "I do not intend to make a commercial venture of the thing. If I can pay expenses I shall be well satisfied."

It may happen occasionally that the Cheerful Man's views may clash with those of whom he says, "I shall express myself in every case as I would to a friend, but if my views do not meet the approval of the inquirer then, of course, I am not to blame. After all, latter-day apostles are but human."

THE CULT IN AMERICA.

Telegrams

THE CORONATION.

THE JAPANESE FLEET TO PARTICIPATE.

("INDEPENDENT NEWS" Agency.)

Tokio, March 21.

The new battleships Kurama and Kusuna, and the new first-class cruiser Tone of the Imperial Japanese Navy have been selected to represent Japan at the Coronation of King George.

The equipment of the first named was completed yesterday in every particular and Vice

Admiral Shimamura, Commander of the Second Squadron, will shortly embark with the members of his staff.

The other two vessels are complete and the squadron will sail for England on April 1, and are expected to arrive in the Thames on July 9.

Rear-Admiral Yashiro will take Vice-Admiral Shimamura's place during the latter's absence.

LOG BOOK.

The wireless telegraph station at Ogasaki, Kyushu, being the most important station for steamers on the European service via Hongkong and those running to Formosa, an enlargement of that office has been proceeding since January, under the superintendence of an expert, Mr. Saeki, of the Department of Communications. The enlargement work will be completed in the course of a few days.

The new Hamburg-American freighter Sachsen is due to arrive in Manila March 28 with a cargo consigned. The arrival of this boat again brings up the question of better facilities for the anchoring of ships within the breakwater. The Sachsen is 468 feet long and draws 27.1 feet of water, and on account of her size will not be able to moor at the company's buoy, at which point the depth is only 25 feet.

The steamship Mongolia experienced the same trouble four months ago when she arrived with 14,000 tons of cargo and drawing 32 feet of water. She was required to unload an entire day outside the breakwater in the face of a typhoon before she could proceed to the pier. The blue funnel line has put on four new vessels of this class, and the Bank line has the steamship Quito arriving in a few days, all of which are restricted to certain small mooring spots.

Possibilities of a 14-day steamer service between Manila and the Pacific coast are opened up by a movement now afoot in the city to send a great petition to the Canadian Pacific steamship company asking it to make Manila a permanent port of call for the Empress liners, with especial reference to the new vessel which the company contemplates building.

The s.s. San Cheung (Captain McGinty) came off the Kowloon ship-to-day after undergoing her annual overhaul and survey. She resumes her old run and will leave for Canton to-night at 10 o'clock. To-day, also, the s.s. Paul Beau went over to Kowloon for her yearly overhaul.

Washington, March 14.—One of the most important decisions handed down by the United States Supreme Court for many years was rendered yesterday in the case involving the corporation tax law. The court finds that the law is constitutional.

SUPREME COURT.

In the Supreme Court this morning before the Chief Justice the case of F. K. Tata v. E. B. Bowditch came on for further hearing.

The claim was for \$10,815.31 being amount due from the defendants to the plaintiff as difference in price, commission, charges, interest, etc., on consignment of molasses from Java, sent by the defendant to the plaintiff.

Mr. Marcus Slade appeared for the plaintiff. Defendant appeared in person.

The whole of the time of the Court this morning was occupied in going through the correspondence exchanged between the parties.

Mr. Slade in reply to the Court said that the only defense that could be raised was as to the construction of the contract. Defendant was all the time drawing for more than the value of the goods consigned, and the present action was simply one for balance of account.

The telegrams between the parties were then examined.

Defendant alleged that five letters were missing. Plaintiff said he had never received them.

Defendant objected to being charged five per cent commission.

Mr. Slade said that it was agreed that the commission should be 5 per cent, and defendant in his counter-claim had allowed such a commission. Plaintiff was now suing for what he had paid out on defendant's account. It was difficult to understand what defendant was driving at. Defendant kept on drawing against the plaintiff for more than the value of the goods consigned. He went on quite comfortably in that way and now refused to pay the balance against him.

At this stage the Court adjourned till 2 p.m.

Mr. Tata was put in the box and examined at some length with regard to the custom of allowing for taro, which was arrived at by the seller and the buyer choosing each one tin which was emptied and weighed. There was some difference in this case as sometimes the molasses came in pieces made of bamboo.

The case of leakage was then gone into at a great length.

His Lordship gave judgment for the plaintiff both on the claim and counter-claim.

SMALL-POX IN CANTON.

PREVENTIVE MEASURES.

THE "TELEGRAPH" CORRESPONDENT.

Canton, March 20.—Vaccination is the best preventive for small-pox and is being widely adopted in Canton. Only fresh and clean lymph, of course, can produce the desired effect. It has been reported that many sellers of lymph still sell and are still mixing fresh with old lymph in order to reap larger profits from their customers.

This practice has come to the knowledge of the Taotai of Constabulary, who has drawn up eight regulations against the offence, and has instructed the various police stations to keep a sharp look-out as a means of protecting the health of the public.

COMMERCIAL.

FEBRUARY RUBBER RETURNS.

Port Dickson Rubber Co., Ltd.: 1,520 lb.

Indragiri (Sumatra) Rubber and Guttapercha Co., Ltd.: rubber 734 lb., guttapercha 67 lb.

Landau Rubber Estates, Ltd.: 25,021 lb. Corresponding month last year 20,558 lb. Total for first two months of 1911 53,450 lb.

Total for corresponding period last year 49,215 lb.

Nylas Rubber Estates, Limited:—tapioca 184.34 piculs, rubber 50 lb.

The following were the quotations on the 17th on the Shanghai Stock Exchange:—Maatschappij, etc., in Liangkai shares at Tls. 115 for March, 115 for cash, and 120 for June; Shanghai and Hongkow Wharf Co., Ltd. shares at Tls. 94 for cash; Senawang Rubber Estate, Co., Ltd. shares at Tls. 42 for cash; Anglo-Java Estate, Ltd. shares at Tls. 7 for cash; Dominion Rubber Co., Ltd. shares at Tls. 29 for cash; See Koo Rubber Estate, Ltd. shares at Tls. 7 for cash; and Shanghai Electric Construction Co., Ltd. shares at 40 for cash.

Washington, March 14.—One of the most important decisions handed down by the United States Supreme Court for many years was rendered yesterday in the case involving the corporation tax law. The court finds that the law is constitutional.

YOKOHAMA SPECIE BANK.

THE PRESIDENT'S SPEECH.

As reported in a previous issue the sixty-second semi-annual meeting of shareholders of the Yokohama Specie Bank, Lt. Co., was held at the Bank's head offices at Yokohama. In dealing with the report and accounts Barón Takahashi, the President, made the following speech:

Gentlemen:—In placing before you the report and accounts of the Bank for the second half of the 43rd year of Meiji, I desire to make a brief statement of the Bank's business and of the general trend of the economic conditions of the country during the period under review. Generally speaking the economic circles of the country have not yet displayed any particular activity during the period under review. Since last spring, however, our foreign trade, both import and export, has been improving, and enterprises of various descriptions have been steadily projected and the scope of old establishments enlarged. Thus there are signs of healthy and quiet progress towards the ultimate recovery of the economic conditions of the country in general.

In August, unfortunately, the Kwantung and the north-eastern regions suffered very heavy losses in consequence of almost unprecedented inundations and for a time the situation was viewed with grave apprehension in anticipation of a large diminution in the harvest. Since then, however, the appreciation in the price of rice has had the effect of increasing the purchasing power of the agricultural classes, this being followed by an active demand for merchandise for home consumption. The price of raw silk, which constitutes the greatest item of our exports, steadily rose and transactions were, successful owing to the recent recovery of the economic conditions in Europe and America. Further, the rise in the price of silver has had the gratifying effect of increasing the volume of our export trade with China.

Under these circumstances the calamitous inundations in some localities did not eclipse the gleam of light which had already set in towards the recovery of good economic conditions, and the money market, during the latter half year, with the exception of the settlement season at the end of the year, has maintained the phenomenal ease prevailing in the first half year, the consequence being that all domestic banks still felt difficult in employing their funds. This Bank, among others, felt this drawback until more than one-half of the second half year had elapsed; yet fortunately owing to the activities in the raw silk trade, the Bank's condition has much improved since. In short it may rightly be said that although there is still a voice heard in some quarters about depressed economic conditions yet the country is surely making healthy and substantial progress in commercial and industrial circles.

Turning to the country's foreign trade we find that exports amounted to Y247 millions and imports to Y224 millions, the total being Y471 millions during the latter half year. These figures, compared with those for the corresponding period of the preceding year, show respectively an increase of Y21,100,000 odd in exports and Y44,800,000 odd in imports, resulting in a total increase of Y65,900,000. This significant increase in the value of the exports may be attributed to the harmonious state prevailing in economic circles in Europe and America, and to the consequent good demand for our raw silk, tea, habutae, and so forth from these quarters. Added to this the high price of bar silver has been maintained, thereby encouraging the large export trade with China in cotton yarn, cotton piece goods, etc. The increase in the imports appears to be principally due to the importation of such raw materials as cotton, wool, etc., which must be a result of the healthy development of the country's industrial enterprises.

The bills of exchange sold on foreign countries in Japan during the second half year represented a value of Y49,770,000 and those bought Y116,110,000, making a total of Y150,880,000. If we compare these figures with those of the preceding year it will be found that there is a decrease amounting to Y14,910,000 in bills of exchange sold, but an increase in those bought of Y23,610,000. Again, the bills of exchange sold abroad on Japan amounts to Y44,120,000, and the exchange bought to Y126,310,000. These figures when compared with those of the preceding half year, show a decrease of Y1,780,000 in bills of exchange sold, but an increase in those bought of Y4,900,000, in those bought, resulting in an increase of Y17,820,000 on the whole.

I regret to state that notwithstanding the economic improvement and the increase of the figures in the Bank's exchange transactions, as a result of good foreign trade, the profit of the Bank during the half year has fallen below the mark of the previous half year by ninety thousand odd. I now beg to move, gentlemen, that you will approve and adopt the distribution of the profits as laid before you and elect the necessary directors and auditors. In conclusion, I have a measure to submit for your deliberate consideration, which is no other than that of increasing the capital of this Bank to Y. 15,000,000. This idea of increasing the capital has frequently been proposed by shareholders in general meetings of late years, but it was felt that the time had not yet arrived for such a change. In the meantime, however, thorough investigation has been made into the matter and as a result the Board has now come to recognise that the time is opportune for such an undertaking. I therefore submit the measure, together with the attendant alterations and other necessary changes in the Articles of Association, to the extraordinary meeting to be opened after this meeting, when I hope it will be approved and carried.

As reported in our issue, this proposition to increase the capital of the Bank was duly carried.

SUPPRESSING GAMBLING IN CANTON.

HOW TO MEET THE LOSS.

THE "TELEGRAPH" CORRESPONDENT.

Canton, March 20.

In view of the rapid approach of the date for the total suppression of gambling in Canton, H.E. the Viceroy has instructed his juniors to try their best to find the required sum for the complete replacement of the loss sustained through the cancellation of opium farms. It is reported that the butcher farmer has been ordered to increase his revenue dues to the government.

As regards the proposed tobacco farm, the tobacco guild has been ordered to draft up regulations and submit them to the Canton Viceroy for approval without further delay.

If the loss cannot be completely made up from these new sources of revenue, the Viceroy has suggested that the Taiping and the Communications Banks be approached to advance a temporary loan. His Excellency's object is evidently to fulfil the wish of the people in Canton that gambling may be totally suppressed in the time specified.

DROUGHT IN SINGAPORE.

SERIOUS SITUATION CONFRONTS MUNICIPALITY.

Singapore has been without a spot of rain since February 17, and a serious drought is threatening.

A fraction over half an inch fell on the day mentioned, after the drought had already been in existence for a fortnight.

Since the beginning of the year the total rainfall recorded as having fallen in one of the central districts of the Municipality amounted to only 14.00 inches as against close on twice that amount during the first two months of both 1910 and 1911.

The average rainfall has fallen so low that anxious fears are expressed, since now should be the wettest period in the year.

A CAPTAIN FINED.

Captain Wheeler of the "Kun Sang" pleaded guilty before Mr. Firminstone, senior magistrate in on the 14th, at Singapore, to carrying 311-2 passengers in excess of the number allowed by his license on March 12 in breach of section 30 of the Passenger Ship Ordinance VII of 1890.

Defendant said that on the voyage he discovered the excess and reported it on arrival there to Captain Edwards, the senior boarding officer.

His worship fined the Captain \$10 and costs and also ordered him to pay \$2 for each passenger in excess, \$73 in all.

AMERICAN NEWS.

[VIA MANILA.]

Washington, March 16.—The most important treaty negotiated by Washington for many years is now being arranged between the United States and Great Britain. According to the terms of the pact already agreed to by the diplomatic departments of the two nations the possibility of war between the two great branches of the English-speaking world will be absolutely impossible. The treaty provides for the settlement of all questions whatsoever arising between the two parties to the treaty by arbitration specifically excluding the arbitration of war.

Washington, March 17.—The Federal Grand Jury has returned indictments against nine men for connection with the Alaskan coal lands frauds. Those are charges growing out of the so-called Cunningham frauds brought to the attention of the Federal Government chiefly through the efforts of Gifford Pinchot, formerly chief forester of the United States.

NOTICE.

HONGKONG-AVIATION WEEK.

CHARLES VAN DEN BORN, Biplane Aviator, Flying at Shatin, Kowloon, the 24th, 22nd, 23rd and 24th of March, every afternoon, if atmospheric condition permits.

Admission \$0.50 exclusive of train fare.

Train will leave at 11.30 a.m., if red flag has been hoisted at C.P.R. flag-staff on Hotel Mansion.

THE FAR EAST AVIATION CO. K. OFFER, Manager, Office: 98, Queen's Road Central.

CHARLES VAN DEN BORN, Biplane Aviator, Flying at Shatin, Kowloon, the 26th, 27th and 28th of March, from 2 p.m. each day.

His Excellency the Governor and Lady Luard, His Excellency Vice-Admiral Sir A. L. Winslow, His Excellency Major-General and Mrs. C. A. Anderson, have kindly consented to be patrons of the meeting.

Extra Aviation trains will run each aviation day from 10 a.m. Only holders of aviation-tickets will be carried in such trains.

Train fare not include price of admission.

By permission of the Government admission to the aviation ground by ticket only.

Price of Admission:

Club-enclosure—1 day ticket \$ 5.00

Club-enclosure—Ladies' season ticket \$ 5.00

Club-enclosure—Gents' season ticket \$ 10.00

1st Class enclosure—1 day ticket \$ 3.00

2nd Class enclosure—1 day ticket \$ 2.00

3rd Class enclosure—1 day ticket \$ 1.00

4th Class—1 day ticket \$ 1.50

Exclusive of train fare.

Admission to the Garage in the forenoon only, from 9 to 11 a.m. (holders of season tickets free) admission 60 cents. For schools or corporations special arrangements can be made.

To be able to provide the necessary seating accommodation for the public, intending visitors are kindly requested to book their tickets in advance with Messrs. Christie and Co., Ah Tack, Sincero and Co., Wing On Co., King Edward Hotel, Empire Cinema, Connaught Aerated Water Factory, the Kowloon Ferry and Railway Station.

A ride in the aeroplane costs \$75.—Applications must be addressed to the manager, accompanied by cash or cheque.

If, on account of bad weather or accident, flying is prevented, notices will be posted at the ticket-selling-boxes, and a blue flag will fly on the C.P.R. flag-staff on Hotel Mansions, Connaught Road, opposite Blake's Pier, where a red flag will fly when flying is certain. Tickets already bought for that day will be available for the next aviation day.

THE FAR EAST AVIATION CO.

K. OFFER, Manager,

Office: 98, Queen's Road Central.

Hongkong, 21st Mar. 1911. [978]

To-day's Advertisement

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "MONTROSE"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of cargo are hereby

informed that all Goods are being

landed at their risk into the Godowns

of Holt's Wharf, at Kowloon, whence

and/or from the whar

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.

"EMPERSS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Scheduling Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong

"EMPERSS OF CHINA"

SATURDAY, APRIL 8TH.

"MONTEAGLE"

TUESDAY, APRIL 18TH.

"EMPERSS OF INDIA"

SATURDAY, APRIL 29TH.

"EMPERSS OF JAPAN"

SATURDAY, MAY 20TH.

"EMPERSS OF CHINA"

SATURDAY, JUNE 10TH.

"MONTEAGLE"

WEDNESDAY, JUNE 28TH.

"Emperss" Steamers will depart from Hongkong at 7 a.m.

"Montagle" 12 noon.

Each Trans-Pacific "Emperss" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Emperss of Britain" and "Emperss of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Steamer Car while crossing the American Continent by Canadian Pacific direct line), £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES.—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (united Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port, £43.

Via New York, £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

Steamship On

SHANGHAI, KOBE & MOJI, FOOKSANG, &c. Wed'day, 22nd Mar., 8 a.m. TIENSIN via SWATOW & WHAMAU, CHIÖNGSHING, Wed'day, 22nd Mar., Noon.

SINGAPORE, PENANG & CALCUTTA, KUTSANG, Wed'day, 22nd Mar., Noon.

MANILA, LOONG SANG, Saturday, 25th Mar., 2 p.m. SHANGHAI, TINGSANG, Sunday, 26th Mar., 8 p.m.

SINGAPORE, PENANG & CALCUTTA, LAISANG, Tuesday, 28th Mar., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Nansang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchow.

For Freight or Passage, apply to JARDINE MATHESON & CO, LTD. Telephone No. 216. General Managers. Hongkong, 21st March, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

Steamer Tons Captain On or about

"STRATHARDLE" 3,380 Lamont 13th April

"SUVERIC" 6,292 F. S. Cowley 4th May

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keeling if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucania" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central, Telephone No. 780. Hongkong, 17th March, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION

DESTINATIONS.

STEAMERS.

SAILING DATE, 1911

MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID...	KANAGAWA MARU, CAPT. C. H. Butler, T. 7,000	THURSDAY, 2nd March.
HIRANO MARU, CAPT. H. Fraser, Tons 9,000	WEDNESDAY, 28th Mar.	at Daylight.
TANGO MARU, CAPT. K. Kawara, Tons 8,000	WEDNESDAY, 12th April.	at Daylight.
KAMAKURA MARU, CAPT. B. Koh, Tons 7,000	SATURDAY, 25th Mar.	for KOBE
INABA MARU, CAPT. Tomioka, Tons 7,000	TUESDAY, 28th Mar.	at Noon.
SHANGAI, MOJI, KOBE, YOKOAKAICHI, YOKOHAMA	TAMBA MARU, CAPT. K. Noda, Tons 7,000	TUESDAY, 25th April, at Noon.

SYDNEY & MELBOURNE, via MANILA, TIGRAY ISLAND, TOWNVILLE and BRISBANE.

NIKKO MARU, CAPT. M. Yagi, Tons 6,000	FRIDAY, 14th April, at Noon.
KUMANO MARU, CAPT. M. Winkler, Tons 6,000	WEDNESDAY, 12th April, at noon.

AKI MARU, CAPT. K. Honma, Tons 7,000	THURSDAY, 30th Mar.
YAMA MARU, CAPT. K. Honma, Tons 7,000	Mar., at 11 a.m.

£ Fitted with new system of wireless telegraphy. + Car. only. * Carries deck passengers. + Omitting Fanning.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Hirano Maru	9,000	29th March	To London, per New Steamer
Tango	8,000	12th April	1st class Single, £650
Kamo	9,000	26th	Return, 825
Aki	7,000	10th May	2nd class Single, 600
Mishima	9,000	24th	Return, 510
			Old Str. 1st class Single, 600
			2nd class Single, 340
			Return, 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Inaba	7,000	28th March	To Pacific Coast Common Points
Tama	7,000	25th April	1st class Single, £30
Awa	7,000	23rd May	2nd class Single, £21
			To London via New York
			1st class Single, £600
			via St. Lawrence
			1st class Single, £600

With option of rail between calling ports in Japan.

Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to T. KUSUMOTO, Manager.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL.

AMOY & SHANGHAI	"WUHU"	22nd Mar., 3 p.m.
HAIPHONG	"SINGAN"	23rd Mar., Noon.
SHANGHAI	"LINAN"	23rd Mar., 4 p.m.
AMOY & SHANGHAI	"ICHANG"	23rd Mar., 4 p.m.
SHANGHAI	"CHINHUA"	25th Mar., Night.
MANILA, CEBU & ILOILO	"KAIFONG"	28th Mar., 4 p.m.
AUSTRALIAN PORTS	"TAIWAN"	10th April, 4 p.m.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinhua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to RUTTERFIELD & SWIRE AGENTS.

WEALTHY BEGGARS.

£100,000 A YEAR TO MENDICANTS.

SPECIALITIES FOR DECEIVING THE PUBLIC.

London may well be described as the beggars' paradise. It is computed by those who are in a position to judge fairly accurately, that £100,000 is given away in the streets of the metropolis every year to professional mendicants, who live by the casual charity of persons upon whom sympathies they play. The skilled beggar, in fact, can earn more than the ordinary industrious working man. If the London mendicant cannot make £30 a week, he is not considered proficient in his "art," but many highly "skilled" beggars have even a larger income than that. It is the beggar-letter impostor, however, as distinguished from the street beggar, who has the highest "salary."

The men who are adept at writing beggar-letters are, as it were, the aristocracy of mendicancy, and frequently they earn as much as £5, or even £8, a week. The total number of beggar-letters received by the London Mendicity Society in 1908 was 13,588, which, with those already in possession of the officials of the organisation makes a total of 238,938. Nor is it surprising to be told that about 28 per cent. of the authors of those letters were utter impostors, and that only about 13 per cent. were deserving of help. The most successful beggar-letter writers are undoubtedly persons who have, at one time or another been in the service of noble families.

The "gentlefolk" beggars are well known to the police, and the officials of the Mendicity Society. There is the man who sells matches, and has the air of a thoroughly broken-down military officer, who has struck hard luck. His bearing is perfect, his features are refined; he wears an ancient silk hat, cracked patent leather boots, and the shabbiest black suit of West-End cut. Pride and shame are mingled in his face as he offers you a box of matches. He never begs—he would not think of doing so—but he excites the sympathy of passers-by, who slip silver coins into his hand, and refuse to take his matches.

£5 A WEEK FROM SIAM PARALYSIS.

Three or four years ago the Mendicity Society investigated the case of a man who excited public sympathy by his apparent paralysis. His disease turned out to be entirely fraudulent, but on the strength of his miserable appearance he had been making as much as £5 a week from a sympathetic public. Frequently a beggar makes quite a respectable income by trading on his infirmities. In a case which came before the magistrate at Old-street Police Court, the wife of a man who crawled into the dock on two utes, and was said to be a well-known character in the West End, stated that at the close of the evening's "work" they had a drink together, after which they would drive home in a cab. That was the regular procedure after a "good day," and sometimes the occasion was celebrated to such an extent that the man would arrive home drunk.

The street beggars of London are an interesting study. Every year between 2,000 and 3,000 of the most incorrigible of these parasites in London pass through Marlborough-street Police Court. Most of them are in possession of money when arrested. One man, who appeared to be in abject poverty when taken into custody recently, had £4 7s concealed in a belt, and had besides a sovereign, a shilling, and some copper in his pocket. His specialty for deceiving the public was fits. He chose a quiet suburban street, where the police were far apart, and with the aid of a piece of soap in his mouth, managed to throw himself into a condition closely resembling a fit. Another beggar, who was caught by the late Mr. Joseph Bosley, the London Mendicity Society's champion officer, who was known to the professional beggar fraternity as "The Terror," was found to be earning £300 a year from his West End "practice." In the coat pocket of another £7 in gold, £4 10s in silver, and 1s 1d in copper was found.

DEAF AND DUMB IMPOSTORS.

Most people are familiar with the stories of supposed deaf and dumb beggars, who excite the sympathy and help of a credulous public. Not long ago a Church Army officer was accosted by an elderly man and woman. The man, bearing a card with the words, "Totally Blind," printed on it, was being led by his companion. The next day, in another part of London, the official was again stopped by the same couple. This time the woman was "blind," while her companion acted as guide. The best-paying role for the woman professional is begging with twins in arms. The so-called twins are frequently of different parents, and of different ages, but such trifles are not worth considering. The man, whose sympathy is aroused by the "forlorn" appearance does not stop to inquire into the age and pedigree of the babies, and the "mother" is sure to have a good harvest at the end of the day. Of course, she has to deduct from her earnings the cost of hiring her babies, which in summer she can get for about 3s a day; but in snowy weather there are often not enough babies procurable, and a very high price is charged. Even with those deductions the woman who knows her business well will make for herself £5 to 20s a day.

ARMIES OF BEGGARS.

The statement made a few months ago at the Thames Police Court by a Russian alien, that he belonged to the "International Society of Professional Beggars," which forbade him to work, shows that mendicity is by no means confined to London. In Paris there are thousands of men and women who make their living by begging. But in France the mendicants conduct their "business" on a properly-organised system. The most remarkable trade union in existence was formed some time ago at Marseilles by beggars, for the suppression of unqualified practitioners. Statutes and by-laws were drawn up, and it was decided that only French subjects, with genuine malformations, or sores, could be admitted to membership. The town of Chalons-sur-Marne was recently invaded by an army of beggars, all of whom seemed to be afflicted by infirmities. The mendicants were largely of Spanish origin, and when the beggar-chief was arrested a search was made of his van, which was found to contain a large quantity of appliances, used in simulating infirmities, and £120 in money, collected by members of the gang during their begging expeditions. There was also evidence to show that the beggar-chief had sent £1,400 to various correspondents who, it was conjectured, were agents of a great international begging association.

Vienna seems to be another paradise for beggars; for there it has been proved that no fewer than 32,000 mendicants make a better living than ordinary workmen.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公隆廣利
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, have opened the
FURNITURE STORE

at
No. 51, Des Voeux Road Central,
The only shop in Hongkong with
this name.

WHERE HIGH-CLASS
FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co. & Co. Firms and other leading Establishments in the Colony, to whom reference can be made, as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Mr. A. S. Watson & Co., Ltd. write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our dispensary, and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.
13th May, 1911.

ORDERS punctually attended to and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 8th August, 1908."

Entertainment
THE BIJOU SCENIC THEATRE.
(FLOWER STREET.)

Miss May Maxwell BALLADIST
Miss Grace Vyeene SERIO and DANCER
Miss Vera Ferrace COMEDIENNE
Mr. Bob Stephenson HUMORIST

THE BIOMARA.

Hongkong, 9th March, 1911. [737]

Intrigues.

REASONS WHY

YOU SHOULD SEE US FOR YOUR
OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We Spared No Expense in equipping our offices with the latest and best appliances for measuring eye defects or turning out perfect lenses.

You Owe It to Your Eyes to visit the place that is prepared and equipped to do the best grade of work. Our optical parlors are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

Philippine Offices
70, Escorial,
MANILA. HOTEL MANSIONS. HONGKONG
CLARK & CO. SCIENTIFIC OPTICIANS.

WEISMANN, LIMITED.

BAKERS
CONFECTIONERS
CATERERS
RESTAURANTEURS

14, Des Voeux Road Central.
Hongkong, 9th March, 1911. [497]

THE BRITISH-FOREIGN
IMPORT & EXPORT COM-
PANY, Central Buildings, Liverpool,
England, is prepared to receive Con-
signments of Local Produce on best
terms.

TSANG KWONG
COMPANY.

ELECTRICAL AND GAS
CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 699.

Hongkong, 2nd Jan., 1911. [738]

LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES AND
TOILET REQUISITES
FOR SALE.

C. E. Warren & Co.
30 & 32, Des Voeux Road,
Central.

Hongkong, 4th Mar., 1911. [871]

13, D'Aguilar Street, HONGKONG.

63, Des Voeux Road Central. [46]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUC-
TIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.

TAIKOO DOCKYARD & ENGINEERING CO.
GRAVING LOCK
78 ft. by 8 ft. 6 in.
Pumps empty Dock in
2 1/2 hours.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
displacement, providing conditions for
putting ships with most efficient result.

100-Ton ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,
Construction Work.

MANAGERS AND AGENTS:

Mr. A. S. Watson & Co., Ltd.

write as follows:

"We have pleasure in stating that

Mr. LI KWONG LOONG
furnished the Annex to our
dispensary, and gave us every
satisfaction."

(Sd.) A. S. WATSON & CO.

13th May, 1911.

ORDERS punctually attended to
and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 8th August, 1908."

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN.

Entertainment

"THE EMPIRE"
CINEMATOGRAPH THEATRE,
Des Voeux Road Central
(Opposite the Central Market).

From FRIDAY, 17th Mar., 1911,

and
For a Few Nights only,

Also at
MATINEES OF SATURDAY 18th

and SUNDAY 19th.

The Grand Dramatic Fantastic Film,

2,000 Feet long.

One of the Best Coloured Productions

of Pathé's Cinematograph

"FAUST."

THE DONNELLYS

"A Big Novelty and The Champion

Dancer."

Comics and admires the Marvelous

Dancer, The Queen of the

Infantile Artists,

KITTY DONNELLY.

Denis Carney, Comedian.

Hongkong, 16th Mar., 1911. [862]

On account of the ILLNESS

of

Mr. P. MADARIAGA

The Race on Sunday is

cancelled.

Hongkong, 19th Mar., 1911. [890]

"VICTORIA" SKATING

RINK.

On account of the ILLNESS

of

Mr. P. MADARIAGA

The Race on Sunday is

cancelled.

Hongkong, 19th Mar., 1911. [890]

Stoners will arrive at, and depart from the Company's Wharf

near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

Shipping-Steiners.

DOUGLAS STEAMSHIP CO. LTD.

Hongkong-South China Coast Ports.

Highest Class, Most and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIP CAPTAIN LEAVING

Haiyang ... Capt. A. E. Hodgins, TUESDAY, 21st Mar., at 11 A.M.

Haitan ... Capt. J. W. Evans ... FRIDAY, 24th Mar., at 11 A.M.

Haiching ... Capt. W. C. Passmore TUESDAY, 28th Mar., at 11 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Hainan ... Capt. A. H. Stewart ... SUNDAY, 26th Mar., at 10 A.M.

Stoners will arrive at, and depart from the Company's Wharf

near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

Agents.

Gibb, Livingston & Co.,

Agents.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

COMMERCIAL EXCHANGE.

Selling.

London—Bank T.T.	1/9 7/16
Do. Demand sight.....	1/9/
Do. 4 months'	1/9/
France—Bank T.T.	2.26
America—Bank T.T.	484
Germany—Bank T.T.	1.82
India T.T.	1.83
Do. Demand	1.83
Do. 4 months'	1.83
Shanghai—Bank T.T.	7.43
Sing.—Bank T.T. per H.K. \$100 7.43	7.43
Japan—Bank T.T.	873
Java—Bank T.T.	107/
Buying.	
4 months' sight L/C.	1/9 13/16
6 months' sight L/C.	1/9 15/16
30 days' sight San Fr. & N. York 44/	44/
4 months' sight do.	45/
30 days' sight Sydney & Mel- bourne	1/10 1/16
4 months' sight France	2.30/
6 months' sight do.	2.32/
4 months' sight Germany	1.87
Bar Silver	243
Bank of England rate	3 %
Sweden.....	\$11.14

SHIPPING NEWS.

MAIL DUE.

German (Kleist) 23rd inst.

American (Asia) 12th prox.

The H.A.L. s.s. Ambria left Shanghai on 21st inst., a.m., and may be expected here on 24th inst.

The N.D.L. s.s. Borneo left Sandakan on 19th inst., p.m., and may be expected here on 25th inst., a.m.

The O.S.K. s.s. Mexico Maru from Tacoma, left Shanghai on 29th inst., and is due here on 23rd inst.

The P.O.S.N. Co.'s s.s. Palma left Singapore for this port on 29th inst., at 1.30 p.m., and is due here on 26th inst., at 4 p.m.

ARRIVALS.

Q.T.A. Ger. s.s. 1,146, H. Madden, 20th Mar.—Probolinggo, 9th Mar., Sugar—J. C. J. L.

Silene, Br. s.s. 3,054, J. Gillberry, 20th Mar.—Singapore 14th Mar., Gen.—S. T. & Co.

Hedley, Ger. s.s. 771, H. Bendixen, 21st Mar.—Hoihow, 19th Mar., Gen.—J. & Co.

Kwintang, Ch. s.s. 1,108, Lineo, 21st Mar.—Shanghai 17th Mar., Gen.—C. M. S. N. Co.

Lompong, Br. s.s. 1,003, Lenek, 21st Mar.—Manila 18th Mar., Gen.—J. & Co.

Navy, Br. s.s. 4,197, G. Phillips, 21st Mar.—Yokohama 8th Mar., Gen.—P. & O.

Lei Star, Br. s.s. 2,225, E. J. Tadd, 21st Mar.—Singapore 15th Mar., Gen.—J. & Co.

Hedley, Ger. s.s. 1,161, G. Elliott, 21st Mar.—Shanghai 18th Mar., Gen.—B. L. Ltd.

Chia, Am. s.s. 3,196, Emery Rice, 21st Mar.—San Francisco 21st Feb., Mail and Gen.—P. & M. S. N. Co.

Prins, Alice, Ger. s.s. 6,623, P. Groot, 21st Mar.—Yoko-
hama 11th Mar., Mail and Gen.—P. & M. Co.

Montrose, Br. s.s. 2,883, D. Reid, 21st Mar.—Liverpool via Singapore 15th Mar., Gen. and Midas—D. & Co.

Udala, Br. s.s. 870, C. Laidman, 21st Mar.—Singapore 16th Mar., Kew Oil—A. P. & Co.

Brid, Br. s.s. 1,162, Falkstad, 21st Mar.—Bangkok 12th Mar., Gen. and Gen.—Chico.

Dagay, Nov. s.s. 832, Solresen, 21st Mar.—Hongkay 10th Mar., Gen.—A. T. & Co.

Kwangsh, Ch. s.s. 1,606, Stewart, 21st Mar.—Canton 20th Mar., Gen.—C. M. S. N. Co.

Kanagawa, Mar. s.s. 3,828, C. J. Butler, 21st Mar.—Shanghai 18th Mar., Sun-
dris—N. Y. K.CLEARANCES AT THE HAR-
BOUR OFFICE.

Haiyang, for Swatow.

Kwintang, for Swatow.

Kwintang, for Canton.

Prinsen Alice, for Singapore.

Wuhu, for Amoy.

Hakka, for Singapore.

Nore, for Singapore.

Sekito-mura, for Nagasaki.

Postkang, for Shanghai.

Kumbia, for Singapore.

Promotions, for Singapore.

Glenogle, for Amoy.

Tsinan, for Hangchow.

Kueichow, for Swatow.

Moutong, for Shanghai.

Hsing Shan, for Yunnan.

DEPARTURES.

Mar. 21.

Haiyang, for Coast Ports.

Kuching, for Tintin.

Tean, for Hoihoi.

Fokang, for Moji.

Wuhu, for Shanghai.

Kakata-mura, for Bombay.

Sambia, for Singapore.
Prometheus, Dr. Singapore.
Walshing, for Swatow.
Euston, for Vladivostok.
Shihshu-mura, for Takao.

PASSENGERS ARRIVED.

Por Noro, arrived March 21st

from Shanghai—Mrs. P. L. Larons

and Mrs. Bryer's emab.

Por Lai Sung, arrived March 21st

from Singapore—Misses

S. G. Williamson, Fairfax, Irwin,

Mrs. Farnam, Mr. and Mrs. J. C.

Cotton, Master Cotton, Messrs.

Gaylord, P. G. McIntyre, W. A.

Wigran, Schevonek and Dr. A. L.

Murphy.

Por Loongsang, arrived on the

21st March from Manila—Messrs.

S. G. Williamson, Fairfax, Irwin,

Mr. and Mrs. Goldsborough, Mr.

J. L. Stewart, Miss Stewart, Mrs.

E. W. Stalor, Dr. and Mrs.

Ronald Strath, Mr. F. H. Thomp-

son, Mr. and Mrs. F. Buttner,

Miss E. Remson, Miss M. C.

Athene, Messrs. Robert Gruding,

C. E. Smith, F. E. Phelps, Capt.

Wm. G. Gingrard, Messrs. F. O.

Viall, G. C. Wayman, Z. Schneer,

Lieut. Thomas Gordon, Lieut. J.

E. Fuller, Messrs. C. H. Lamb,

John Boag, F. S. Cairns, J. E.

Edwards, J. C. Knudson, A. C.

Nichols, G. N. Anderson, A. A.

Davis, Master Frank Davis,

Harold Davis, Messrs. John R.

Gutierrez, Y. Martineoz, H. Garcia,

W. H. Penney, J. Saifer, L.

Cowen, J. Holz, S. Villanueva,

Por Prinzess Alice, arrived Mar.

21st from Kobe, ——Messrs. O.

Baer, J. A. Rosenfeld, Eugen

Raddatz, J. G. Walker, Mr. and

Mrs. A. Scott, Messrs. A. Becker,

C. Y. Wong, Yau Ching, A.

Rauchholz, G. W. Ewen, Wallace

Brooks, C. J. Butsch, Mr. and

Mrs. A. Kochler, Mr. H. Haley,

Miss A. Silmour Allen, Messrs.

J. Hoinka, P. Walff, J. M.

d'Almeida, Roy, J. P. Brownlow,

Messrs. Bui Soo, Wai Wong, Li

You Lou, Li Ching Yuen, M.

Keller, H. Hayashi, J. Nakayama,

H. Nakamura, N. Tokunaga, Woo

Za Kee and Mr. and Mrs. Korpit,

and Chinese sailors.

Por China, arrived 21st March

from San Francisco, ——Messrs.

Geo. Anderson, H. Barusch, Leon

Bing, Fung, Gnoy, Mr. and Mrs.

W. C. (Gash, Master Robert Gash,

Mr. C. K. Her, Mr. and Mrs. B. F.

Horne, Mr. W. E. Hicks, Capt.

Hutjo, Miss C. Kinne, Dr. Wm. J.

Katsen, Mrs. Mary Chan Kim,

Mr. and Mrs. W. S. Lanthorn, Mr.

Gee Lin, Mr. and Mrs. Ng Ling,

Mr. Fred Metzler, R. P. Montgomery,

Dr. A. W. Weysoc, Mrs. R.

P. Montgomery, Mrs. A. B. B.

Moulder, Mr. Wm. Martin, Miss

Louisa Ng, Mr. R. H. Paton, Mr.

and Mrs. F. K. Ricker, Mr. J. J.

Shea, Soo Hoo Yin, E. Staples, F.

Vollstadt, Mrs. J. Walker, Mr.

and Mrs. E. H. Wilbur, and

infant, Master Robert Wilbur,

Miss Olive Wilbur, Mr. Wong

Bun Gee-Wei, Geo. Williams,

Mrs. F. E. Williams, Mrs. E. M.

Willis.

PASSENGERS DEPARTED.

Por Zafiro, arrived Mar. 20th

for Manila.—Mr. Tammelmon, Mr.

and Mrs. S. C. Lee, Misses A. B.

and K. Chapman, Mr. and Mrs.

Dotson, Messrs. Bui Lam, J. H.

Brown, L. Adams, Miss Ruby

Crystal, Mr. A. Henndale, Miss

Virginia Young, Messrs. Bory

Sam, B. H. Macke, F. Block,

Madame de Bouboul and maid,

Li Pui, Bruno Vives, V. Hilario,

L. Voltnam, A. de Vora, S. Veluto,

Tong Won Peng, Tung Ling, Chi

Sia, Lee Wah, F. S. Fister, Nara

Loy, C. Metovic, Mrs. Hammer,

Mr. and Mrs. Taylor and child,

and Mrs. George Whalen.

SHIPS PASSED THE CANAL

21st February—Flintshire, Achilles

Benedi, C. Fred, Laidlow, Cathay,

Kamo Mart, Lae, Polynesia

Montrose, 24th February—Antenor,

Bograin, Caledon, Sunda Palma,

Idomenus, Kintuck, Scandia, Schuyler,

Ballast, A. F. & Co.,